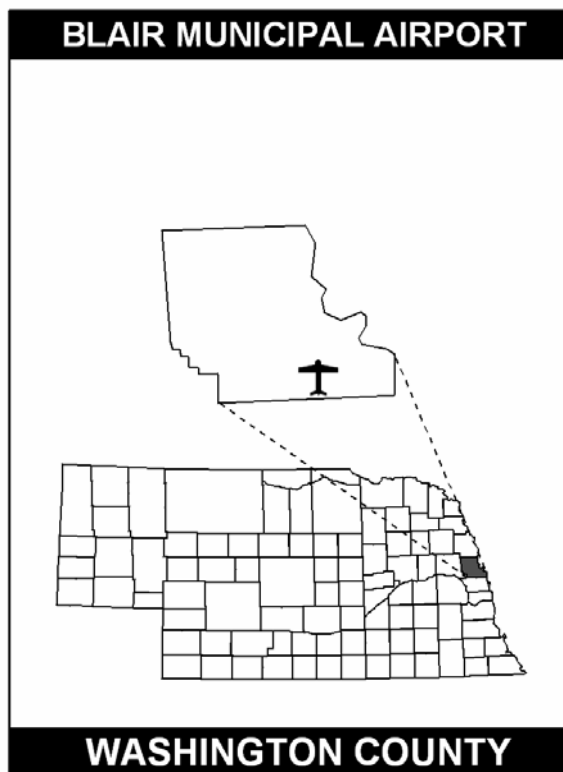


**Airport Location**

Blair Municipal Airport is located 7 miles south of Blair, Nebraska, in Washington County. Blair has a population of 7,858. Major employers in the area include Omaha Public Power District, Blair Community Schools, Dakota-HunTel, Cargill, Inc., Concrete Equipment Company, Memorial Community Hospital, Mid-America Computer Corporation, and Dana College. The 71-acre airport opened in 1962. The primary runway is an asphalt runway, Runway 13/31, measuring 3,450 feet in length and 50 feet in width.

The airport, with 41 based aircraft, experiences approximately 14,100 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant

portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

**First Round Impact**

In 2002, the only aviation-related tenant on the airport was the facility's management, which supported no employees. This tenant's direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from the on-airport aviation-related tenant is estimated at \$144,100 annually. Operational data indicated that approximately 490 visitors used the airport. Visitor-related spending supported an additional one full-time job for an employee earning over \$16,000 annually. Indirect output from general aviation visitors is estimated at \$26,500.

**Secondary Impact**

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

**Total Impact**

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Blair Municipal Airport was approximately \$230,200. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 1.5 full-time equivalent jobs, with a total annual payroll (first round and secondary) of approximately \$26,200 associated with these jobs.

**Other Benefits**

In addition to the economic benefits described above, Blair Municipal Airport provides a number of services to the local community. The airport serves as a gateway for both recreational and corporate aviation users. The facility is also used by student pilots for training exercises, since the airport is outside of Omaha's controlled airspace. Management reports a significant amount of air freight passing through the airport as well. The airport occasionally accommodates medical flights by physicians or patients. Occasionally, the airport is used as a base for aerial photography, inspection, and tours. The airport has an active Civil Air Patrol chapter that assists in search and rescue. Police and military personnel occasionally perform operations or exercises at the airport.

**Summary**

On an annual basis, Blair Municipal Airport currently provides the following total benefits:

| <b>Blair Municipal</b> |                 |                 |                  |
|------------------------|-----------------|-----------------|------------------|
| <b>EMPLOYMENT</b>      |                 |                 |                  |
|                        | First Round     | Secondary       | Total            |
| On-Airport Activity    | 0               | 0               | 0                |
| GA Visitors            | <u>1</u>        | <u>0.5</u>      | <u>1.5</u>       |
| Total                  | 1               | 0.5             | <b>1.5</b>       |
| <b>PAYROLL</b>         |                 |                 |                  |
|                        | First Round     | Secondary       | Total            |
| On-Airport Activity    | \$0             | \$0             | \$0              |
| GA Visitors            | <u>\$16,700</u> | <u>\$9,500</u>  | <u>\$26,200</u>  |
| Total                  | \$16,700        | \$9,500         | <b>\$26,200</b>  |
| <b>OUTPUT</b>          |                 |                 |                  |
|                        | First Round     | Secondary       | Total            |
| On-Airport Activity    | \$144,100       | \$43,500        | \$187,600        |
| GA Visitors            | <u>\$26,500</u> | <u>\$16,100</u> | <u>\$42,600</u>  |
| Total                  | \$170,600       | \$59,600        | <b>\$230,200</b> |

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

| <b>Construction Impacts - Per \$100,000 in CIP Spending</b> |                    |                  |              |
|---|--------------------|------------------|--------------|
|   | First-Round Impact | Secondary Impact | Total Impact |
| Employment  | 1.8                | 2.3              | 4.1          |
| Payroll   | \$55,264           | \$41,206         | \$96,470     |
| Output  | \$100,000          | \$70,250         | \$170,250    |

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers